

Message

From: Ex. 6 Personal Privacy (PP)
Sent: 4/18/2017 4:42:39 PM
To: Caballero, Kathryn [Caballero.Kathryn@epa.gov]
Subject: RE: FCA Eco Diesel NOV
Attachments: removed.txt

Kathryn,

Again, thank you for responding to me. Does FCA have a timeline that they must show the EPA that these are not a defeat device? I know you cannot discuss the legal end of this but I am trying to decide what to do with the truck now. If I trade it in or sell it I will surely take a hit, and if I keep driving it and put additional miles on and they cannot fix the truck it will be worth even less. My guess is that if FCA could not get the 2017 to pass EPA standards, it is not going to get the older ones to either. Can you think of another agency that can assist the consumer with this?

Thank You

Ex. 6 Personal Privacy (PP)

From: Caballero, Kathryn [mailto:Caballero.Kathryn@epa.gov]
Sent: Monday, April 17, 2017 6:22 PM
To: Ex. 6 Personal Privacy (PP)
Subject: RE: FCA Eco Diesel NOV

Ex. 6 Personal Privacy (PP) thanks for both of your emails last week. I checked with our technical staff regarding your question about the exhaust flange and unfortunately did not have any information that I could share. I'm sorry I couldn't be more helpful. Thanks and have a good week.

Kathryn Pirrotta Caballero
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From: Ex. 6 Personal Privacy (PP)
Sent: Tuesday, April 11, 2017 1:20 PM
To: Caballero, Kathryn <Caballero.Kathryn@epa.gov>
Subject: RE: FCA Eco Diesel NOV

Kathryn,

Thank you for responding so quickly. I understand that you are unable to talk about the enforcement and that's fine. I know I referenced the VW issue too and this is a little different. Yes I have a 2015 Ram. I was offered a position in

Ex. 6 Personal Privacy (PP) so before I excepted I researched the cost to drive it everyday and I did not want a car considering this is construction related, and this was my cost savings. I have a bad feeling how this is going to end on my side of the deal.

One last question. Have you had many complaints with this truck as far as the exhaust flange cracking or breaking allowing exhaust in the cab? Mine failed right after getting it and when I took it to the dealer for them to look at there was a bulletin (?) on my truck about this and the part was already waiting for me to complain (dealers words). I looked into some forums before I took it in and there are a lot of these that have this issue. I still get wiffs of exhaust every now and then, mainly when its cooler outside and during warm up, after idling. I mainly use the Ram to commute to and from work and sometimes have it when the grand babies are over, but after recent news I will definitely limit that as well. Your thoughts on possible relationship between your NOV and exhaust cracking? Over heating exhaust.

Thank you

Ex. 6 Personal Privacy (PP)

From: Caballero, Kathryn [mailto:Caballero.Kathryn@epa.gov]
Sent: Tuesday, April 11, 2017 1:01 PM
To: Ex. 6 Personal Privacy (PP)
Subject: RE: FCA Eco Diesel NOV

Ex. 6 Personal Privacy (PP) thank you for reaching out to me and sharing your EcoDiesel vehicle experience. I cannot comment on an ongoing enforcement action, but I wanted to make sure you knew that the NOV applies to Model Year 2014 through Model Year 2016 diesel-fueled Ram 1500 and Jeep Grand Cherokee vehicles. The 2017 versions of those vehicles do not have an EPA certificate of conformity to permit vehicle sale. Are you the owner of a vehicle subject to the NOV? Again, thanks for contacting me and I appreciate your perspective and thanks.

Best,
Kathryn Caballero

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From: Ex. 6 Personal Privacy (PP)
Sent: Tuesday, April 11, 2017 9:18 AM
To: Caballero, Kathryn <Caballero.Kathryn@epa.gov>
Subject: FCA Eco Diesel NOV

Good Morning Kathryn,

I read your NOV to FCA moments ago and that is an awesome reading. I had learned of an issue with the 2017 Eco Diesels from my dealership and that a glitch in the emissions was holding up production of the NEW ones, Nobody mentioned that MY truck is not compliant. I am a GM man so it took a lot to convince me to get this truck and 2 things sold me. This 4x4 crew cab truck averages around 28-29 mpg which I need for my job, I drive 180 miles per day round trip. The second thing was that it was advertised as the cleanest diesel on the market. From what I am reading this could not be possible if emissions was within EPA regulations. So I, along with nearly 104,000 consumers have vehicles that should have never been offered for sale. If I may ask, considering that VW just went through something very similar, is this something that can be processed faster through the system. I see the consumer getting the financial burden and the large companies staying wealthy. If my truck is spewing out the wrong emission levels I do not even feel comfortable to continue driving it, it just feels wrong. Most of us do our part to protect the environment and using this as the example along with VW, we are told to keep driving them and not even mentioning that the value of this \$50,000 vehicle just hit the ground.

I truly value the EPA and the efforts that you do to protect us.

Thank you

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